

## Attachment A – Summary of phase one community engagement comments

### General comments

Comment	Preliminary staff response
Language of Zoning By-law is hard to understand and interpreting regulations are difficult, reduce the need for cross-referencing.	A new zoning bylaw will include fewer zones, and be restructured to provide for ease of reading. Purpose statements will be included for each zone to clearly identify the zone’s intent. Illustrations will be used for certain terms and rule to assist with explanations. A user’s guide will also be prepared as a companion to a new zoning bylaw to explain to readers how to use the zoning bylaw. See Chapter 3 for more information.
Regulations surrounding the 2 Year Moratorium	It is recommended that generally no amendments be permitted to the new zoning bylaw for a period of two years following Council’s approval. This option does not preclude Council from considering site specific exemptions to this moratorium. See Chapter 3 for more information.
Provide greater flexibility and eliminate variances that are being processed due to the fact that existing zoning by-law provisions are outdated - ie. Variances that are required for separation distances between buildings were one or both have windows to habitable rooms	All existing zoning rules have been reviewed and, where recommended will be updated based on Official Plan conformity and zoning trends. Additionally, minor variances for the past five years have been reviewed and will be considered as a new zoning bylaw is written. See Chapter 3 for more information on the minor variance analysis that we conducted as part of this discussion paper
Implement the OP land use designations. Pre-zoning sites for development will make housing more affordable and is encouraged	The primary purpose of the comprehensive zoning bylaw review is to produce a new zoning bylaw that aligns with the Official Plan. Throughout the discussion paper are recommendations on new or updated zones to better align the City’s zoning bylaw with its Official Plan.
Provide more flexibility with permitted uses in site specific zones. Allow these zones to take on full range of permitted uses from the parent zone it belongs to unless it went through an OMB or LPAT settlement.	Generally, it is recommended that broader categories of uses be permitted to provide for flexibility. Additionally, new uses are proposed to permit uses that have been occurring through site specific zoning.

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Site specific zones which resulted from a zoning by-law amendment application to be recognized going forward	All existing specialized zones will be reviewed as part of the development of a new zoning bylaw. Each existing specialized zone will be evaluated together with the Official Plan and draft new zones to determine whether it should be retained, deleted, or modified. The key determining factor will be whether or not the specialized zone conforms to the Official Plan. See Chapter 3 for more information.
Uses permitted in a land use designation in the OP should be reflected in the zoning by-law. Each zone should clearly state the land use designation it applies to, this will reduce incorrect interpretation	The new Zoning Bylaw will provide purpose statements for each zone to clearly indicate the intent of each zone and how each zone connects to the relevant official Plan land use designation.
Zoning by-law terminology and uses need to be updated to align with recent changes in the development industry	All definitions in the existing zoning bylaw have been reviewed and considered together with the Official Plan and zoning trends. Recommendations for each existing definition and new terms to be included are within Appendix B to the discussion paper.
Use colour for zoning regulations and permitted uses	Several options were considered about how a new zoning bylaw could be easier to read and understand. It is recommended that a new zoning bylaw include fewer zones, and that it be restructured to provide for ease of reading. Purpose statements will be included for each zone to clearly identify the zone's intent. Illustrations will be used for certain terms and rule to assist with explanations. A user's guide will also be prepared as a companion to a new zoning bylaw to explain to readers how to use the zoning bylaw. See Chapter 3 for more information.
The Holding Provisions zone in the by-law needs to be condensed and made more clear	It is recommended that a separate section be created for holding provisions to provide clarity and ease of reading of the zoning bylaw. See Chapter 3 for more information.
The general sightline triangle regulations are antiquated and contradict urban design efforts	It is recommended that a new zoning bylaw contain rules for sight line triangles. These rules will be updated for clarity and to ensure that they do not conflict with other

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	existing or proposed zoning bylaw rules. Clarification will also be provided on how to measure a sight line triangle.
Simplify current terms and definitions i.e. too many terms and definitions for the vehicle related uses	All definitions in the existing zoning bylaw have been reviewed and considered together with the Official Plan and zoning trends. Recommendations for each existing definition and new terms to be included are within Appendix B to the discussion paper.
Bring lands in the Puslinch zoning into the Guelph By-law;	It is recommended that all lands that are currently zoned within the Puslinch zoning bylaw be zoned to align with the Official Plan.
Complete a Minor Variance analysis for the last 10 years to identify any trends that are occurring	A minor variance analysis was conducted for all approved Committee of Adjustment applications from 2014 to 2018. For a summary of this analysis please see Chapter 3.
Properties that don't have a land use designation should have zoning that recognizes existing use	All properties within the City have an Official Plan land use designation. In some cases some properties are designated "Reserve Lands". This land use means that additional studies or secondary planning processes are required before urban land uses can be determined. Generally, lands that are designated "Reserve Lands" are recommended to be zoned urban reserve. This zone will permit legally existing uses.
Zoning infractions should be significant	The Planning Act provides for the ability to charge and collect fines for violations. It is not within the scope of this project to review the amount that is collected for zoning violations.
Permit temporary sales trailers as of right to avoid variances	It is recommended that temporary sales trailers be included as an occasional/temporary use.
Engineering standards that are not in zoning - 7 meter drive aisle - driveway visibility triangle zoning different than engineering;	It is recommended that the Site Plan Procedures and Guidelines continue to be used to provide direction for drive aisle requirements within the City of Guelph. Drive aisle dimensional requirements are defined in Section 6.0 Vehicle Parking Design of the Site Plan Procedures and Guidelines.

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	We note that these dimensions generally align with those of comparable municipalities based on our review. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Review definitions and uses to consolidate uses that are out-dated	Uses in all zones were reviewed and assessed. Recommendations to consolidate certain uses into broader categories of uses are recommended. Additionally, uses that are no longer relevant are recommended to be deleted.
Current regulation for maximum number of dwelling units is hard to understand	Thank you for your comment. Regulations for maximum number of dwelling units will be further considered as a new zoning bylaw is developed.
Heights and densities of zones to be aligned with Official Plan land use designations	The primary purpose of the comprehensive zoning bylaw review is to produce a new zoning bylaw that aligns with the Official Plan. Throughout the discussion paper are recommendations on new or updated zones to better align the City's zoning bylaw with its Official Plan included recommended heights and densities.
provide more clarity on definitions	Most definitions are recommended to be updated to reflect direction in the Official Plan and/or zoning trends. Some definitions are recommended to be deleted as they are no longer necessary.
make zone boundaries more clear	The rules for zoning boundaries are recommended to be updated to provide clarity in how to interpret a boundary
Size regulations for accessory apartments	To comply with recent amendments to provincial legislation it is recommended that an accessory dwelling (accessory apartment) be permitted in any zone that permits a single detached, semi-detached, and on-street townhouse dwelling. It is further recommended that accessory dwellings be permitted in both the same building as the other dwelling unit and in a separate building on the same lot. Rules for maximum dwelling size, setbacks, and direct

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	access from the street are also recommended. Please see Chapter 3 for more information.
Provide definition for retirement home, nursing home and assisted living	It is recommended that a new use, long term care facility, be included in a new zoning bylaw. This use would replace the existing nursing home use and home for the aged use and will include an assisted living facility. Additionally it is recommended that a retirement residential facility continue to be permitted.
Make zoning bylaws more flexible. Rank zones by impact on ecosystems and surrounding neighbourhoods	Several options were considered about how a new zoning bylaw could be easier to read and understand. It is recommended that a new zoning bylaw include fewer zones, and that it be restructured to provide for ease of reading. Purpose statements will be included for each zone to clearly identify the zone's intent. Illustrations will be used for certain terms and rule to assist with explanations. A user's guide will also be prepared as a companion to a new zoning bylaw to explain to readers how to use the zoning bylaw. See Chapter 3 for more information.

## Residential Comments

Comment	Preliminary staff response
Recognize that current requirements for Common Amenity, Private Amenity and Landscaped Open Space Areas are excessive. New ZBL should update these zoning regulations to reflect a reduced, more urban size and location requirements	It is recommended that the current rules for common and private amenity area be retained. Additionally, it is recommended that the rules for landscape open areas be retained. Additionally, it is recommended that a green roof be allowed to contribute to a portion of the landscape open space requirements.
Encourage development of stacked townhouses, will help meet the housing requirements of the aging population	A new zone is recommended that would allow for stacked townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings.
Accessory apartment parking standards	To comply with recent amendments to provincial legislation, a minimum parking rate of 1 space per accessory dwelling is recommended. This parking space will be allowed to locate in tandem. Please see Chapter 3 for more information.
Reduce development charges for coach houses	Review of development charges is not within the scope of the comprehensive zoning by-law review.
Servicing requirements for coach houses	Coach houses are not recommended to be a use in a new zoning bylaw. An accessory dwelling will be permitted to locate in a detached building on a lot which is essentially the same use as a coach house. Requirements for servicing a detached accessory dwelling are determined by City Engineering.
Garbage Dimensions - storing garbage bins	It is recommended that interior garage dimensions be increased to accommodate for refuse storage. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Home based business regulations are good	Thank you for your comment.
Concerned about variances to 460 sq. m lot size R1.B	New residential zones are proposed to implement the low density residential Official Plan land use designation. Two zones are proposed with different minimum lot frontages

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	that would permit single detached, duplex and semi-detached dwellings. The minimum lot areas are recommended to remain the same. See Chapter 4 for more information.
Townhouse driveways - ability to park side by side, others seem to be able to	The current driveway width rules are recommended to be retained. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Lodging houses and accessory apartments	<p>It is recommended that the definitions of dwelling unit and lodging unit be clarified to distinguish between a single detached dwelling (for example) and a lodging house. The existing uses of 'lodging house type 1' and lodging house type 2' are recommended to be retained. The existing minimum distance separation rules are recommended to be removed. Please see Chapter 3 for more information.</p> <p>To comply with recent amendments to provincial legislation it is recommended that an accessory dwelling (accessory apartment) be permitted in any zone that permits a single detached, semi-detached, and on-street townhouse dwelling. It is further recommended that accessory dwellings be permitted in both the same building as the other dwelling unit and in a separate building on the same lot. Rules for maximum dwelling size, setbacks, and direct access from the street are also recommended. Please see Chapter 3 for more information.</p>
Waste bin locations	It is recommended that interior garage dimensions be increased to accommodate for refuse storage. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Affordable Housing	Thank you for your comment.
Legal apartments - consider consulting neighbourhoods	Thank you for your comment.

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Zoning for condominium blocks need to provide for flexibility to accommodate variety (townhouse, stacked towns, etc.) - consider a zoning category that permits similar levels of intensification or density when, for example, stacked towns or mid-rise apartments are being proposed. This would eliminate need to amend the ZBL.	A series of residential zones are recommended each of which will permit more than one dwelling type. New townhouse types, such as stacked and back-to-back townhouses are recommended to be permitted in one new zone. Please see Chapter 4 for more information.
Reduce minimum exterior side yard setback, 4.5m regulation is too high (R.1, R.2, and R.3 Zones)	It is recommended that the minimum exterior side yard setbacks remain the same.
Reduce or eliminate landscaped open space and common amenity area requirements in the R.4 zones to allow for more flexibility (e.g. Oakville 10% landscaping and no requirement for common amenity)	It is recommended that the current rules for common and private amenity area be retained. Additionally, it is recommended that the rules for landscape open areas be retained. Additionally, it is recommended that a green roof be allowed to contribute to a portion of the landscape open space requirements.
Restructure the R.3A zoning regulation for townhouse to simplify ie. Minimum distance between buildings is an outdated regulation.	The minimum distance between townhouse blocks rule is recommended to be retained. A new rule is proposed with a lesser setback for situations where the rear of one townhouse block is adjacent to the side yard of another townhouse block. See Chapter 4 for more information.
Review density and height requirements in the townhouse and apartment zones to ensure that they align with the OP	It is recommended that all minimum and maximum densities and maximum building heights for all residential zones be updated to align with the Official Plan. See Chapter 4 for more information.
Current residential ZBLs do not reflect the Smart Guelph Principles as found in the OP. The City should amend R.1 and R.2 zoning to permit up to 3 units of housing as of right. This will create conditions of neighbourhoods to evolve incrementally in density and allow for greater diversity to support affordability, accessibility, multi-gen housing and aging in place	To comply with recent amendments to provincial legislation it is recommended that an accessory dwelling (accessory apartment) be permitted in any zone that permits a single detached, semi-detached, and on-street townhouse dwelling. It is further recommended that accessory dwellings be permitted in both the same building as the other dwelling unit and in a separate building on the same

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	lot. Rules for maximum dwelling size, setbacks, and direct access from the street are also recommended. Please see Chapter 3 for more information.
Zoning by-law that prohibits multi-residences on one property is outdated and needs to be removed. There is an increasing demand and need for housing supply which can be met if regulations aren't as stringent	<p>A series of residential zones are recommended each of which will permit more than one dwelling type. New townhouse types, such as stacked and back-to-back townhouses are recommended to be permitted in one new zone.</p> <p>Additionally, to comply with recent amendments to provincial legislation it is recommended that an accessory dwelling (accessory apartment) be permitted in any zone that permits a single detached, semi-detached, and on-street townhouse dwelling. It is further recommended that accessory dwellings be permitted in both the same building as the other dwelling unit and in a separate building on the same lot. Rules for maximum dwelling size, setbacks, and direct access from the street are also recommended. Please see Chapter 3 for more information.</p>
Provide the right housing supply in appropriate locations to create compact, complete communities with access to jobs and transit while revitalizing the inner suburbs. A mix of housing types will shorten commutes, reduce fossil fuel use and also protect natural areas and farmland.	A series of residential zones are recommended each of which will permit more than one dwelling type. New townhouse types, such as stacked and back-to-back townhouses are recommended to be permitted in one new zone.
The City should look at how residential zoning can proactively support building inclusive communities that support multi-family living, intergenerational housing and co-housing areas	<p>A series of residential zones are recommended each of which will permit more than one dwelling type. New townhouse types, such as stacked and back-to-back townhouses are recommended to be permitted in one new zone.</p> <p>Additionally, to comply with recent amendments to provincial legislation it is recommended that an accessory dwelling (accessory apartment) be permitted in any zone</p>

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	<p>that permits a single detached, semi-detached, and on-street townhouse dwelling. It is further recommended that accessory dwellings be permitted in both the same building as the other dwelling unit and in a separate building on the same lot. Rules for maximum dwelling size, setbacks, and direct access from the street are also recommended. Please see Chapter 3 for more information.</p> <p>Multi-family living, intergenerational housing and co-housing are different tenures of housing rather than different types of housing. The range of dwelling types recommended to be permitted could potentially accommodate the tenures suggested.</p>
<p>Review noise and size allowance of large vehicles in residential neighborhoods. Truck is disturbing residents on Sweeney drive with disruptive noises throughout the night</p>	<p>Thank you for your comment. The existing rules about the parking and storage of commercial type vehicles on residential properties is recommended to be retained. The zoning bylaw does not apply to vehicles located/parked on streets and is therefore not within the scope of the comprehensive zoning bylaw review.</p>
<p>Remove 15 metre distance regulation between residential blocks in condos</p>	<p>The minimum distance between townhouse blocks rule is recommended to be retained. A new rule is proposed with a lesser setback for situations where the rear of one townhouse block is adjacent to the side yard of another townhouse block. See Chapter 4 for more information.</p>
<p>Semis that predate '95 bylaw; the new zoning bylaw in older neighbourhood should reflect what is currently there;</p>	<p>It is recommended that two low density residential zones be created that permit single detached, duplex, and semi-detached dwellings. See Chapter 4 for more information.</p>
<p>New By-law needs to recognize what currently exists in older neighborhoods and zone accordingly</p>	<p>It is recommended that two low density residential zones be created that permit single detached, duplex, and semi-detached dwellings. There may be instances where the land use of a particular property has changed in the Official Plan. Where a land use has changed, this can sometimes result in existing uses no longer being permitted in the future. In</p>

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	these instances the existing use may be considered legal non-conforming or may be recognized. The Official Plan prescribes criteria for determining when an existing use should be recognized or become legal non-conforming. See Chapter 3 for more information.
Driveways - semi-detached 3.5 m wide driveway; current way of regulating isn't working; preference is tied to lot width; should be base on width of RID lot	It is recommended that the maximum width of driveways be limited to 50% of the width of a dwelling to a maximum width of 3.5 metres to 7.5 metres depending on the zone. Specifically the maximum width of a driveway in the existing R.1D zone is recommended to be 50% of the width of the dwelling or 6 metres, whichever is less. Please see the Guelph Parking Standards Review Discussion Paper for more information.
New built apartments don't have enough visitor parking	A geographic parking approach is proposed with less parking required within the City's nodes and corridors and more required elsewhere in the City. A visitor parking rate of 0.1 space per unit for apartments within nodes and corridors is recommended. Additionally a visitor parking rate of 0.25 for the first 20 units and 0.15 for each unit thereafter is recommended for apartments elsewhere in the City. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Accelerate registration of accessory apartments	This is not within the scope of the Comprehensive Zoning Bylaw Review.
Residential parking rate regulations are too high	Generally residential parking rates are proposed to be lower. Please see the Guelph Parking Standards Review Discussion Paper for more information.
S.5.3 R3A R4A zones common amenity regulations are difficult to understand	It is recommended that the current rules for common and private amenity area be retained and update to provide clarity.
Hybrid medium density - stacked towns, apartments; min lot area for stacked towns when it's a condo	Two zones are recommended to implement the medium density residential Official Plan land use that are

Comment	Preliminary staff response
	recommended to permit a range of townhouse types and apartment buildings. See Chapter 4 for more information.
Outdoor storage requirements in multi-residential areas	Generally outdoor storage within residential areas is not permitted. The outdoor storage rules for residential areas are recommended to be retained.
Parking requirements for residential areas are too high	Generally residential parking rates are proposed to be lower. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Allow larger driveway widths	It is recommended that the maximum width of driveways be limited to 50% of the width of a dwelling to a maximum width of 3.5 metres to 7.5 metres depending on the zone. Specifically the maximum width of a driveway in the existing R.1D zone is recommended to be 50% of the width of the dwelling or 6 metres, whichever is less. Please see the Guelph Parking Standards Review Discussion Paper for more information.
Reduce/remove common amenity landscape requirements, or leave it up to the discretion of developers	It is recommended that the current rules for common and private amenity area be retained. Additionally, it is recommended that the rules for landscape open areas be retained. Additionally, it is recommended that a green roof be allowed to contribute to a portion of the landscape open space requirements.
R3A - cluster towns - complete re-write - increased densities - narrower lot sizes - not much needs to change for street towns;	Three zones are recommended to implement the medium density residential Official Plan land use. These zones will permit a range of townhouse types and apartment buildings. See Chapter 4 for more information.
stacked towns - densities should be slightly higher 27-29 upa - cluster towns 37.5 currently should be higher 15, 17-19 upa; private amenity areas - above grade (on top of garage) - be more like balcony depth rather than yard sized	The zones recommended to implement the Medium Density Residential Official Plan land use will align with the minimum and maximum densities and building heights permitted in the Official Plan.
Stacked configuration units may need private amenities out front	Thank you for your comment.

Comment	Preliminary staff response
Increased permitted height for the R3 zone (stacked/cluster) to 3.5 storeys	The residential land uses within the Official Plan prescribe maximum building heights for low density, medium density, and high density residential areas. Generally, building heights within low density residential areas are limited to 3 storeys, within medium density residential areas to 6 storeys, and within high density residential areas to 10 storeys. The recommended residential zoning aligns with the maximum permitted building heights in the Official Plan.
definition of stacked back-to-back towns	A definition of stacked back-to-back townhouse dwellings is recommended to be included in a new zoning bylaw.
need to differentiate between different types of townhouse dwelling	Back-to-back, stacked, cluster, and on-street townhouses are recommended to be included as permitted uses within a new zoning bylaw. Each of these uses will be defined.
maisonette no longer needed as a use	Maisonette is recommended to be deleted as a use as this dwelling type is no longer relevant.
create a zone that permits apartments and townhouses	Three zones are recommended to implement the medium density residential Official Plan land use. These zones will permit a range of townhouse types and apartment buildings. See Chapter 4 for more information.
laneway townhouses	Thank you for your comment
limit needed on the number of townhouse units in a row or the length of a block of townhouses	The minimum distance between townhouse blocks rule is recommended to be retained. A new rule is proposed with a lesser setback for situations where the rear of one townhouse block is adjacent to the side yard of another townhouse block. See Chapter 4 for more information.
definition of storey needs to be clarified	It is recommended that the definition of storey be consistent with the Ontario Building Code definition.
have a front facing pedestrian door as a requirement	It is recommended that a rule be included in a new zoning bylaw that requires a front door on the first storey of a building facing a street.
concerned about the permitted garage door width and projections	The existing zoning bylaw has rules for garage projections within the older built up area. It is recommended that

Comment	Preliminary staff response
	maximum garage projection rules apply city-wide in a new zoning bylaw. See the Guelph Parking Standards Discussion Paper for more information.
create one zone that permits singles or semis	The preliminary recommended zones for low density residential areas include a zone that permits both single detached dwelling and semi-detached dwellings. See chapter 4 for more information.
servicing capacities for pre-zoning to full OP potential	It is generally recommended that new residential zones apply to residential properties to align with the density and height permissions in the Official Plan. It is acknowledged that in certain areas of the city, especially with some high density residential sites, there may be servicing constraints. As part of the preparation of the first draft zoning bylaw these sites will be assessed for servicing capacity. Should it be determined that there are servicing capacity constraints a holding provision will be included in a new zoning bylaw that limits heights and/or densities on these sites until adequate capacity is provided.
tiny houses/coach house regulations	Coach houses are not recommended to be a use in a new zoning bylaw. An accessory dwelling will be permitted to locate in a detached building on a lot which is essentially the same use as a coach house or possibly a tiny house. Requirements for servicing a detached accessory dwelling are determined by City Engineering.
front yard setbacks for landscaping	Generally the existing front yard setbacks are recommended to be retained as they provide sufficient space to accommodate landscaping.
smaller lot widths are challenging for infrastructure	The preliminary recommendation for low density residential zones includes varying minimum lot frontages that range from 6 meters to 30 meters depending on the residential use on the property. See chapter 4 for more information

Comment	Preliminary staff response
permitted projections into front yard can be problematic	The existing rules for portions of buildings or structures that are permitted to project into required yards are recommended to be retained.
commercial and institutional uses in residential zones	The Official Plan provides for commercial and institutional uses that are allowed within residential areas. It is recommended that two zones be retained, one that permits specific commercial uses, and one that permits specific institutional uses within residential areas. The uses are generally smaller scale and neighbourhood oriented.
exterior side yard regulations related to fences and sheds	It is recommended that the existing exterior side yard setback rules for fences and sheds be retained.
2-3 storey houses and altering the character of neighborhoods	Thank you for your comment.
Map 66 - is it still required?	It is recommended that map 66, which is a map that shows the older built up area of the city, be retained and that the rules for setbacks, lot sizes for properties within map 66 also be retained. See chapter 4 for more information.
4.5 m side yard - maybe lower (R3A cluster towns, stacked towns) currently street trees are only provided on private property - requires larger setbacks	It is recommended that the existing side yard setbacks be retained for townhouses.
Indoor and outdoor amenity space regulations are too difficult to meet and results in unnecessary CofA applications. In comparison to other municipalities, Guelph's requirements are excessive. In addition, higher density projects are often on smaller lots, making it hard to achieve amenity space requirements while balancing the financial feasibility of the project, i.e. land costs vs. units yielded	It is recommended that the current rules for common and private amenity area be retained. Additionally, it is recommended that the rules for landscape open areas be retained. Additionally, it is recommended that a green roof be allowed to contribute to a portion of the landscape open space requirements. See chapter 4 of the zoning discussion paper for more information.

## Employment comments

Comment	Preliminary staff response
major office - size in Growth Plan versus size in OP, versus current zoning permissions	To align with the 2019 Growth Plan, a rule is recommended to be included for office uses outside of intensification areas that establishes a maximum office size of 4,000 square meters
differences between medical office and personal service	The personal service use is recommended to be incorporated into a broader use category called 'service establishment'. Medical office is recommended to be retained. Each use will include a definition that will clarify the difference between a medical office and a service establishment.
structure of zones for employment and manufacturing	It is recommended that four zones be created to align with the four employment Official Plan land uses. See chapter 6 for more information.
new industrial uses - vertical farming, distilleries, cannabis manufacturing, indoor agriculture	It is recommended that the definition of manufacturing be modified to clarify that uses such as the ones that are referenced may be considered manufacturing.
The permitted uses in industrial malls	The Official Plan prescribes uses that are permitted only as complementary uses within employment areas. To ensure that these uses do not become the primary use on employment lands, it is recommended that a rule be included in a new zoning bylaw that requires complementary uses to locate in a multi-unit building with at least one unit occupied by a primary employment use.
is a definition required for shared office space?	An office use will be permitted in certain employment zones. Generally, zoning does not provide rules for the tenure of buildings, so whether a singular office building is occupied by one user or more is not something that a zoning bylaw would prescribe.
More flexibility required in the B4.2 Zone, it currently functions more like a service commercial zone than industrial.	Specialized zones will be reviewed as part of the preparation of a first draft zoning bylaw to determine whether the zone should be retained, deleted, or modified.

Comment	Preliminary staff response
	The recommended zoning of properties must align with the Official Plan land use.
Permit office use as a stand alone use in an industrial zone or a certain percentage permitted within a building	It is recommended that an office use be permitted in certain employment zones to align with the Official Plan. Please see chapter 6 of the zoning discussion paper for more information.
commercial schools that are commercial recreation in industrial areas	It is recommended that a commercial recreation school be deleted as a permitted use in the industrial areas as it is not a permitted use as per the Official Plan employment land uses (with the exception of the business park lands east of the Hanlon Expressway).

### Natural Heritage System, floodplain, open space, and parks comments

Comment	Preliminary staff response
NHS/Open Space/Parks in Clair-Maltby	Three options are presented to zone the natural heritage system in the Clair-Maltby Secondary Plan area. Please see chapter 10 for more information.
Preserve NHS features	It is recommended that a natural heritage conservation zone be included in a new zoning bylaw that applies to the city's natural heritage features consistent with the Official Plan.
Speedvale underpass - boardwalk in floodplain, continuity of boardwalk, retaining walls/structures	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.
Introduce a passive recreation zone	It is recommended that in addition to three parks zones, one zone be included in a new zoning bylaw for the city's open spaces. The lands that would be zoned open space include parts of the city's trail system that are not located within parks or the natural areas.
incorporate dog parks in park planning	It is recommended that three park zones be included in a new zoning bylaw to align with the neighbourhood, community and regional parks hierarchy in the Official Plan. The programming of parks is not within the scope of the comprehensive zoning bylaw review.
Tree requirements in ZBL	Review of tree-requirements was not within scope of this zoning by-law review.

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Zoning of the Speedvale underpass	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.
Permit construction of Speedvale Bridge underpass with connections to the north and south trail	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.
Provide clear intents for structures in Section 12 Floodplain Lands and not limit by listing permitted uses and structure types. This will avoid unnecessary delays on similar future projects in Floodplains such as the planned Hanlon Bridge underpass at Wellington Street	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of

Comment	Preliminary staff response
	structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.
Get the Speedvale Underpass Built	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.
Prioritize the zoning bylaw review of simple structures in floodplains to allow the Speedvale Underpass Trail to be constructed at the same time as the new Speedvale Bridge in 2022	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.
Parks - recreational trails - should include utilitarian purpose - connectivity to walkways & sidewalks;	This is not within the scope of the comprehensive zoning bylaw review.
Provide better access to parks and greenspace	This is not within the scope of the comprehensive zoning bylaw review.

Comment	Preliminary staff response
How will programmed uses be treated in natural areas?	It is recommended that a natural heritage conservation zone be included in a new zoning bylaw for the city's natural areas and that this zone permit conservation uses and existing uses. A definition of conservation is also recommended that will include accessory passive recreation uses that maintain the intent of the conservation use.
How will linkages and wildlife crossing be zoned?	If the wildlife crossings and linkages are designated as part of the city's natural heritage system, it is recommended that they be zoned natural heritage conservation.
NHS boundaries need refinements if they are zoned	Chapter 7 includes a set of criteria for the mapping of natural heritage features in a new zoning bylaw.
Speedvale bridge - would like it built in 2020 with bridge; both live near Speedvale bridge; recreation activities in parks and floodplains; definition of "development" in Conservation Authorities Act; no definition of "structure" in conservation; would like permission to construct a anchored boardwalk; Hanlon Creek underpass; North of Woodlawn - Guelph to trail (wetland); bike parking and access; space for pedestrians; cycling amenities; snowing and change facilities	The Official Plan does not permit buildings or structures in the floodway portions of the floodplain areas. This Official Plan policy is consistent with provincial policies and Grand River Conservation Authority rules. A review of other zoning bylaws show that despite certain uses being permitted within floodway areas, for example recreation uses, generally structures associated with these uses are not permitted outright. Based on this, it is recommended that structures that meet the Ontario Building Code definition of structure, with the exception of structures that are used for flood control measures, continue to not be permitted within the floodway portions of the city's floodplain areas.

### Commercial and mixed use comments

Comment	Preliminary staff response
Zoning along Gordon Street intensification corridor	Gordon Street is identified within the Official Plan as an intensification corridor. Within the Official Plan land uses along this corridor include mainly medium density residential with some high density residential and commercial. A new zoning bylaw will include updated zoning for Gordon Street to align with the Official Plan.
Are there any community benefits associated with drive-through facilities	Thank you for your comment. Drive-throughs are a permitted use throughout the city. Through a new zoning bylaw it is recommended that drive-throughs be permitted in specific commercial and mixed use zones with a set of rules for setbacks when adjacent to residential and institutional areas as well as a minimum number of stacking spaces required.
Allow the commercial zones to be more permissive when possible.	It is recommended that the number of commercial and mixed use zones be reduced and that broader categories of uses be permitted, such as 'retail establishment' and 'service establishment'.
Reduce the number of mixed use zones, try to collapse zones together	It is recommended that the number of commercial and mixed use zones be reduced and that broader categories of uses be permitted, such as 'retail establishment' and 'service establishment'.
Introduce a mixed-use zone which implements relevant OP designations. Both mixed and freestanding buildings should be permitted, commercial uses to also be permitted but not required.	It is recommended that a specific commercial mixed use corridor zone, a specific residential mixed use corridor zone, and a specific institutional mixed use corridor zone be included in a new zoning bylaw. To align with the draft Official Plan amendment which is a result of the commercial policy review, minimum and maximum commercial floor area rules will be included within the commercial zone. Residential uses will be permitted on commercially zoned land within mixed-use corridors both in freestanding and mixed-use buildings. However a commercial use must be located on each lot zoned commercial.

Comment	Preliminary staff response
Provide a proactive planning framework to allow for the re-use of commercial and institutional lands in the future, specifically commercial and religious institutions.	Thank you for your comment.
Harmonize zoning permissions for 83 Dawson and 89 Dawson, they function as one development and should not be viewed as two different specialized zones	The specialized zones will be reviewed as part of the preparation of a first draft zoning bylaw.
Requiring a minimum floor area has financial requirements tied to it	Thank you for your comment.
Definition of commercial schools - too broad	It is recommended that the definition of commercial school be aligned with zoning trends.
What are catering establishments considered?	It is recommended that the use catering establishment be deleted as a catering establishment is considered a manufacturing use.
Pre-zone intensification corridors and mixed-use areas (e.g. Gordon St - developers should have to go through and arduous zoning process to implement the OP, should just be SPA	It is generally recommended that all intensification corridors, including Gordon Street, be zoned to align with land uses in the Official Plan, including the density and height permissions. It is acknowledged that in certain areas of the city, especially with some high density residential sites, there may be servicing constraints. As part of the preparation of the first draft zoning bylaw these sites will be assessed for servicing capacity. Should it be determined that there are servicing capacity constraints a holding provision will be included in a new zoning bylaw that limits heights and/or densities on these sites until adequate capacity is provided.
Update definition of commercial school	It is recommended that the definition of commercial school be aligned with zoning trends.
Distinguishing between commercial school and recreation centre	It is recommended that the definition of commercial school be aligned with zoning trends.
Drive-through stacking regulations	It is recommended that a new zoning bylaw include rules for the location of stacking lanes associated with drive-through facilities.

Comment	Preliminary staff response
Provide a clear definition of drive-through facilities	It is recommended that a drive through facility be a use in a new zoning bylaw and that it be defined.
maximum gross floor area doesn't align between zoning and official plan	It is recommended that the new zoning bylaw include maximum commercial gross floor area rules that align with the proposed Official Plan amendment to implement the commercial policy review.
Is it necessary to differentiate between restaurant, bake shop and coffee shop?	It is recommended that a restaurant include both a bake shop and a coffee shop.
Minimum ceiling heights in commercial buildings	It is recommended that a rule be included in a new zoning bylaw that requires a minimum first storey building height to allow for residential buildings to be converted to commercial uses later.
Concerns from service commercial land owners if retail is removed as permitted use	To align with the uses permitted in the Official Plan for service commercial lands, it is recommended that specific types of retail be permitted. General retail establishments are not recommended to be permitted
Bars/Nightclubs - densities of bars creates "harms"; regulating physical access; distance between alcohol outlets	It is recommended that a nightclub be included as a permitted use in a new zoning bylaw and that this use be permitted in the downtown zones (as it currently is) and also within certain commercial zones (as it currently is). Within the downtown zones rules for licensed establishments are recommended including rules for maximum size, and not permitting interconnections between adjacent licensed establishments.
How licensed establishments will be regulated	It is recommended that a nightclub be included as a permitted use in a new zoning bylaw and that this use be permitted in the downtown zones (as it currently is) and also within certain commercial zones (as it currently is). Within the downtown zones rules for licensed establishments are recommended including rules for maximum size, and not permitting interconnections between adjacent licensed establishments.

<b>Comment</b>	<b>Preliminary staff response</b>
How will outdoor patios be regulated?	The rules for outdoor patios are proposed to be retained.
Don't distinguish uses based on what is permitted in a mall for properties between Elizabeth and York	Depending on the Official Plan land use of properties, certain uses are only permitted as complementary uses. The current zoning bylaw has rules for complementary uses to locate in a multi-unit building, or a mall. Within chapter 3 of the zoning discussion paper options are provided for how complementary uses can be permitted in a new zoning bylaw.

## Parking and driveway comments

Comment	Preliminary staff response
Driveway widths	The parking discussion paper proposed maximum driveway widths based on lot frontage for R.1A, R.1B, R.1C and R. 1D zones. 12 metres or less would be subject to a 3.5m driveway width, 12.1m to 20.0m would be subject to 50% of the building width or 6.5m (the lesser amount), and beyond 20.1 metres would be 50 of building width or 9.5m whichever is less. Driveway widths for townhouses has been recommended at 3 metres.
Underground parking encouraging max. number above-ground	Generally the minimum parking required is recommended to be reduced. Rules for maximum number of parking spaces is recommended for intensification areas.
Parking requirements (Goodwin Drive), concerned about impact to on-site parking, fire trucks, and plows	Generally the minimum parking required is recommended to be reduced.
Provide clear regulations that school parking requirements can't be interpreted under "Assembly Use" because of its gymnasium	A specific minimum parking rate is recommended for schools.
Provide energy electrical? charging stations on streets	A zoning bylaw cannot provides rules for public streets. Electric vehicle parking minimums are recommended to be included in a new zoning bylaw
Dedicated parking spots for residents without driveways	Thank you for your comment. A zoning bylaw cannot provide rules for public streets.
Permeable pavers to deal with storm water to allow wider driveways	Thank you for your comments. The Guelph Parking Standards Discussion Paper provide some recommendations for driveway materials as well as recommendations for maximum driveway widths.
Allow parking spaces to occupy areas in front of living space	Generally this is not recommended in a new zoning bylaw.

Comment	Preliminary staff response
Parking spaces to accommodate multi-generational households	For the most part, recommendations for rate of parking spaces based on a rate per 100 square metres not based on the tenure of a building.
Improved street parking regulations, current regulation of .5space/house makes it challenging for guests to find parking	The rates within a zoning bylaw are generally minimum rates. Additional parking can be provided over the minimum provided that all other zoning rules (such as the maximum driveway width and landscape area requirements) are met.
Reduced parking requirements for affordable housing and senior housing development projects	Generally parking rates are recommended to be lowered overall. Separate rates for buildings with affordable housing and senior's housing development projects that are not considered long term care facilities, are not recommended at this time.
Do not include bicycle parking as part of ZBL - more appropriate for Site Plan or Urban Design Guidelines as it varies depending on the development	It is recommended that minimum bicycle parking rates be included city-wide in a new zoning bylaw. For more information see the recommendations within the Guelph Parking Standards Discussion paper.
Need to establish a consistent standard for parking regulations that covers all forms of parking including visitor parking to reduce confusion	Thank you for your comment.
Introduce mandatory bicycle parking requirements for residential and commercial areas all across the City, including parks and playgrounds	It is recommended that minimum bicycle parking rates be included city-wide in a new zoning bylaw. For more information see the recommendations within the Guelph Parking Standards Discussion paper.
Change setback of legal parking space (usually garage) to 5.5 metres from 6 metres and make standard set back for building also to 5.5 metres (some currently at 4.5 metres) to assist with driveway width issue;	It is recommended that the existing 6 meter setback be retained.
Reduce parking requirements for apartments	Generally parking rates are recommended to be reduced for most land uses. The recommended rates for apartments are 1 space permit dwelling unit plus 0.1 spaces of visitor parking spaces per dwelling unit within intensification areas and for other areas of the city, 1 space plus 0.25 spaces of

Comment	Preliminary staff response
	visitor parking per unit for developments with 20 units or less and 1 space plus 0.15 spaces of visitor parking per unit for developments with over 20 units.
Parking requirements for home-businesses should be based on occupancy/usage, rather than square footage of the unit.	It is recommended that parking for home occupations are determined based on square footage of the unit not the occupancy/usage,
Remove minimum off-street parking regulation. Provide developers with ability to provide parking if they think it's necessary.	It is recommended that minimum rates of parking spaces continue to be included in a new zoning bylaw. In addition it is recommended that maximum rates of parking also be included in a new zoning bylaw for the city's intensification areas.
Double parking on Sweeney Drive makes it difficult for residents to get out of their driveway. Residents can't enjoy the park as it's being used for family functions, dog training, skateboarding, etc.	Thank you for your comments. A zoning bylaw cannot provide rules for street parking.
Improve parking stall signs, ensure underground and surface parking signs read similarly	Thank you for your comments. This is not within the scope of the comprehensive zoning bylaw review.
Commercial - parking - limiting surface parking, repurposing on street parking	It is recommended that the minimum parking rates be reduced. Additionally it is recommended that maximum parking rates be included in a new zoning bylaw.
Surface treatment of parking - out?	For driveways, the existing zoning bylaw provides rules for surface treatment. It is recommended that these rules be retained. See the Guelph Parking Standards Discussion Paper for more information.
tandem parking spaces	It is recommended that tandem parking spaces be permitted for certain uses within a new zoning bylaw. See the Guelph Parking Standards Discussion Paper for more information.
garage interior space - need room for car, waste storage, bicycle storage	The recommendations for the parking stall space within a private garage were considered and recommendations are

Comment	Preliminary staff response
	provided to allow for larger spaces to accommodate storage space within a garage.
each use should have its own parking rate	It is recommended that all permitted uses within a new zoning bylaw have minimum parking rates.
structured parking regulations	Through the preparation of the Guelph Parking Standards Discussion paper, separate rules for structured parking were considered. It is recommended that the no separate size requirements for parking spaces located in above or below grade structures be included in a new zoning bylaw.
accessible parking	It is recommended that the existing accessible parking stall dimensions as well as the number of accessible parking stalls be updated to comply with AODA requirements. For more details please see the Guelph Parking Standards Discussion Paper.
parking requirements for residential zones in downtown	It is recommended that separate lower rates be provided for Guelph's intensification areas including the residential neighbourhoods that are within downtown Guelph.
Parking at parks - parking TWT, bike parking requirements	Minimum parking rates are recommended for all uses within the new zoning bylaw. Minimum bicycle parking rates are also recommended.
Use zoning regulations to help encourage active transportation and to introduce more pedestrian and cycling amenities such as rest areas, fountains, secure bicycle parking, public washrooms etc.	It is recommended that minimum bicycle parking rates be included in a new zoning bylaw. Some of the pedestrian and cycling amenities such as those listed are not items that are permitted to be regulated through zoning.
ITE standards for rates	The ITE rates were considered as part of the recommended parking rates for a new zoning bylaw. See the Guelph Parking Standards Discussion Paper for more information.

**Cultural heritage comments**

<b>Comment</b>	<b>Preliminary staff response</b>
how should view corridors be treated going forward?	It is recommended that the existing rule for the five protected view areas of the Basilica be retained. Retaining this rule ensures conformity with the Official Plan and Downtown Secondary Plan. It is further recommended that the existing elevations within the protected view areas be verified for technical accuracy to ensure that the intent of the rule, which is to provide for and protect identified views of the Basilica from specific vantage points, is maintained.
how will sight line regulations apply to protected view corridors?	It is recommended that the existing rule for the five protected view areas of the Basilica be retained. Retaining this rule ensures conformity with the Official Plan and Downtown Secondary Plan. It is further recommended that the existing elevations within the protected view areas be verified for technical accuracy to ensure that the intent of the rule, which is to provide for and protect identified views of the Basilica from specific vantage points, is maintained.
64 Queen street - severance application to create two R1B lots in a cultural heritage landscape	Review of specific applications is not within the scope of this Zoning By-law Review.

## Miscellaneous comments

Miscellaneous comments	Preliminary staff response
Incorporate greenspace requirements into new development projects	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Solar panels	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Urban Design	The City's Urban Design Manual was reviewed and zoning recommendations from it were considered. Certain rules are proposed that will apply to the built form of buildings
Sidewalk shovelling by-law, more money into City when residents have to shovel	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Schools - portable exemptions from site plan	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Energy - solar panels	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Encourage 100% renewable energy initiatives in conjunction with energy affordability	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Improved transit connectivity and reduction of vehicular usage	Generally it is recommended that minimum parking rates be reduced and that maximum parking rates apply in the City's nodes and corridors. Additionally, minimum bicycle parking requirements are proposed to be included in a new zoning bylaw. Please see the Guelph Parking Standards Review Discussion paper for more information.
Property owners consulted when builders change official plans - i.e. adding units and removing guest parking	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Encouraging higher levels of built form standards to avoid narrow streets and issues with driveways	The City's Urban Design Manual was reviewed and zoning recommendations from it were considered. Certain rules are proposed that will apply to the built form of buildings.
A sign (mobile) to advertise the meetings for public input out front of where the meeting will be 2 weeks prior	Thank you for your comments.
Inadequate number of parking spaces at Guelph Music Centre, Mayfield park	Thank you for your comments.
Caution against the incorporation of detailed build-to lines and building setbacks and other urban design regulations	The City's Urban Design Manual was reviewed and zoning recommendations from it were considered. Certain rules

<b>Miscellaneous comments</b>	<b>Preliminary staff response</b>
<p>which limit the creative design of a building and the site. The by-law should allow enough flexibility to allow for a design that responds to a specific property and its context. Every building not be forced through zoning to meet the same urban design regulations.</p>	<p>are proposed that will apply to the built form of buildings. It is the intent of a new zoning bylaw to be built form oriented.</p>
<p>Zoning regulations should implement a more urban and land effective development standards in keeping with provincial policy</p>	<p>The Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe have been considered throughout the discussion paper.</p>
<p>Provide more flexibility to eliminate unnecessary processes/applications/approvals.</p>	<p>Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review</p>
<p>Current business/market conditions and practices need to be at the core of the new ZBL to reflect what is being required and built in the marketplace.</p>	<p>New forms of housing, such as back-to-back townhouses, and new and emerging business have been considered as part of the options and recommendations for residential and employment zones. Please see chapters 4 and 6 of the zoning discussion paper for more information.</p>
<p>Review safe zones around City parks. Similar to the safety zones near schools where speeds are reduced, needs to be applied to Riverview drive where speeding is a problem because of the wide roads and no traffic calming measures</p>	<p>Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review</p>
<p>Bylaw should reflect climate change awareness and transportation choices such as walking, cycling, public transit and personal vehicles.</p>	<p>Thank you for your comment. The preliminary recommendations within the discussion paper and the Guelph Parking Standards Discussion paper include many rules that will help with transportation choices. For example, it is recommended that minimum bicycle parking rates be included for various uses city-wide.</p>
<p>Add a provision that lines created by phased condos shall not be considered to be a lot line for the purpose of zoning compliance.</p>	<p>It is recommended that rules for condominium development be incorporated into a new zoning bylaw.</p>

<b>Miscellaneous comments</b>	<b>Preliminary staff response</b>
Name the Urban Reserve Zone, "Future Development"	It is recommended that an urban reserve zone be retained and continue to be titled "urban reserve".
Incorporate inclusionary zoning and address the housing affordability issue	The recent amendments to the Planning Act have removed the ability for the use of inclusionary zoning except for lands within major transit station areas. Inclusionary zoning is not within the scope of the comprehensive zoning bylaw review. Please see chapter 4 of the zoning discussion paper for recommendations on residential zoning that will provide flexibility in the residential dwelling types allowed throughout the city as well as chapter 4 for recommendations on accessory dwellings.
Option to pro-rate license fees needs to be provided	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
How are fences regulated through the zoning by-law?	The fence rules in the existing zoning bylaw are recommended to be retained. It is the current interpretation for properties that have frontages on two streets that both of the yards are front yards. As such the fence heights are restricted to less than that is permitted in a rear yard. It is recommended that a new zoning bylaw provide flexibility for through lots as to which yard is determined to be a front yard and which is determined to be a rear yard. It is recommended that this be determined at the time of site plan approval when the building is designed on the lot and setbacks and yards are determined.
Fence regulations on Jeffrey Drive are problematic, what residents consider the front yard is different from what the zoning considers the front yard. More flexibility required in interpreting "front yard" vs. "side yard"	The fence rules in the existing zoning bylaw are recommended to be retained. It is the current interpretation for properties that have frontages on two streets that both of the yards are front yards. As such the fence heights are restricted to less than that is permitted in a rear yard. It is recommended that a new zoning bylaw

Miscellaneous comments	Preliminary staff response
	provide flexibility for through lots as to which yard is determined to be a front yard and which is determined to be a rear yard. It is recommended that this be determined at the time of site plan approval when the building is designed on the lot and setbacks and yards are determined.
Permit hedges in residential areas to mitigate the sounds of truck traffic and other disturbing noises	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
Market trends should direct guidance for permitted uses, and allow more flexibility between Edinburgh Road and Dawson Road.	The uses permitted on each property within the city must align with the Official Plan land use. Zoning that is applied to each property through the first draft zoning bylaw will be zoning that aligns with the Official Plan land use for the area.
More details on the York Road Study	Thank you for your comment. An area specific land use review for lands in the vicinity of York Road and Elizabeth Street is planned over the next several years. The purpose of the comprehensive zoning bylaw review is to align the zoning bylaw with the existing Official Plan.
Urban design guidelines, more clarification required on what a guideline is vs. legislation	The City's Urban Design Manual was reviewed and zoning recommendations from it were considered. Certain rules are proposed that will apply to the built form of buildings. It is the intent of a new zoning bylaw to be built form oriented.
angular planes - next to P1 zoned properties - not active parks - are angular planes required - is it the best tool to achieve the intent - is it more appropriate as a guideline?	An angular plane rule is recommended to be retained for certain types of buildings (see chapters 4 and 5 for specific recommendations). Generally an angular plane rule is recommended when properties are adjacent to lower density residential areas, or institutional or park zoned properties. It is not recommended at this time that an angular plane rule apply for properties adjacent to natural heritage zoned lands.
Improve connectivity in the built environment	Thank you for your comment.

Miscellaneous comments	Preliminary staff response
Active transportation/infrastructure	Thank you for your comment.
transportation - sidewalks, connecting neighbourhoods, lighting, trees etc., active trails, bike parking, sheltered bike storage, end of trip amenities, new developments - connections to existing main roads	Thank you for your comment. Bicycle parking rates are recommended to be included in a new zoning bylaw city-wide. Certain items outlined in this comment are not items that are allowed to be regulated in a zoning bylaw.
Specialized zone variances; GWDA ask for list of comparable municipalities	Thank you for your comment.
Remove fence regulations from the Zoning By-law and create a separate fence by-law	The fence rules in the existing zoning bylaw are recommended to be retained in the zoning bylaw.
Concerned with having two front yards and limited in fence height regulations of 0.8m maximum. Fencing reduces noise, provides more privacy as there are high levels of traffic on Jeffrey Drive	The fence rules in the existing zoning bylaw are recommended to be retained. It is the current interpretation for properties that have frontages on two streets that both of the yards are front yards. As such the fence heights are restricted to less than that is permitted in a rear yard. It is recommended that a new zoning bylaw provide flexibility for through lots as to which yard is determined to be a front yard and which is determined to be a rear yard. It is recommended that this be determined at the time of site plan approval when the building is designed on the lot and setbacks and yards are determined.
transportation depot - where is this to be permitted	Transportation depot is proposed to be permitted in the service commercial zone in a new zoning bylaw. The definition is also recommended to be modified to distinguish a transportation depot from a transit terminal and a trucking operation.
concerns about private tree by-law	Thank you for your comment. This is not within the scope of the Comprehensive Zoning Bylaw Review
B4-1 zone is problematic, it permits old factories in the city	All existing specialized zones will be assessed as part of the preparation of a first draft zoning bylaw to determine whether they should be retained, deleted or modified. See chapter 3 for more information.
urban design master plan properties	Thank you for your comment.

<b>Miscellaneous comments</b>	<b>Preliminary staff response</b>
Can building materials continue to be regulated in zoning	It is recommended that the existing rule regarding building materials for buildings within the downtown be retained. The Downtown Secondary Plan includes a policy stating that all buildings downtown should be finished with high quality, enduring materials such as stone, brick and glass. Retaining the existing rule is consistent with the Downtown Secondary Plan.